

UNITED STATES NAVY REDOUBLES EFFORT TO CATCH TEUTON U-BOAT COMMERCE RAIDERS

STAINED RAIDS ARE IMPROBABLE

U-Boat Bases Too Far Away for Continued Attacks on Shipping

TOO MANY OBSTACLES

Visits of Submarines May Last for One or Two Weeks

London Times-Public Ledger Service

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London, June 6.

Archibald Hurd, writing in the Daily Telegraph, says:

"The U-boat raid in American waters is a demonstration intended to upset the nerves of the Americans, because anything like a long-continued campaign on shipping so far away from German bases cannot be maintained."

"These particular submarines, the number of which is probably small, must have traveled nearly 3500 miles to reach the American coast. They will expend fuel in chasing merchantmen and then they will have to cover 3500 miles in order to return home."

"Such visitations may be of sporadic occurrence. They may last for a week or two in each case, but they will not seriously affect Atlantic shipping."

"What influence they will have on the plans of the naval authorities in this country and the United States is another matter. The enemy no doubt hopes that fresh dispersals will be made, weakening the patrol in European waters. That result would suit the Germans' purposes admirably, because they realize that dispersion of the forces engaged in combating submarine piracy would at once ease the situation on this side, which may soon become intolerable to crews engaged in the effort to maintain the campaign in face of increasingly successful counter-measures."

"The U-53, which went to Newport, was a vessel of about 800 tons. It is possible that the vessels engaged in the raid now reported are no larger, but the probability is that they are of twice that displacement at least. If they are built like the one sunk by a British submarine on May 11 and more or less on the model of the Deutschland, which displaced nearly 2000 tons."

By ARTHUR POLLEN

Special Cable to Evening Public Ledger

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London, June 6.

It is in the nature of things, after being at war for fourteen months without the enemy having struck so near home as this, that the American public should be enjoying the delicious thrills of a new sensation, but to those whose business it is to think connectively about the war the only element of surprise in this raid, without prophecy being fulfilled, was to make the expected come unexpectedly.

When, on February 1, 1918, unrestricted submarine war began, I pointed out that America's participation in the war at once became inevitable, and proceeded to speculate on the character of the naval assistance that great country could afford, and in the course of what I wrote I pointed out that while the American navy was powerful in battleships, whose assistance we should be glad to have, much help was not strictly a necessity of the moment; that it was also not particularly strong in destroyers, which were needed badly and that it was quite possible that it would not be good policy to send those to European waters because American shipping would, in its own waters, be open to precisely the same form of attack as shipping on this side.

Pratt Floated, Is on Way Here

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ing aside of this vital plan of development and defense.

With the completion of this project army and navy supplies could be moved readily from the Canadian base to the Gulf within a short time and with absolute safety.

Ships Halted Within Bay

Admiral Helm, of the fourth naval district, who closed the port of Philadelphia, permitted vessels to proceed to Philadelphia Light, twelve miles within the capes, where they were ordered to anchor for the night. It is expected the vessels will be allowed to depart today, but naval patrol boats at Lewes, Del., are under orders to warn all ship captains if danger lurks beyond the capes.

Other prohibiting crews in port to disembark was rescinded by an order prohibiting vessels to leave port, and this, with the finding of mines in Delaware Bay, was the topic of much discussion by mariners.

Ship owners are not sparing in their comment on the failure of naval authorities to warn shipping men of the danger in small waters after May 28, when the first three victims of the U-boat raiders were found scuttled off the coast of the Virginia Capes. No warnings of the peril were received by mariners whose ships were about to leave when the shippers say.

It is believed that the smaller vessels, such as submarines are probably more likely to their owners, none of whom, it is said, carried insurance on their vessels. The shippers attribute the blame to the Navy Department for failing to issue warnings of the impending danger.

Commander Hobbs, who arrived yesterday after passing safely through the submarine and mine zones, was visited today by the Norwegian Admiral, the Danish ship and three American vessels. None of them reported any encounter with



SAVED FROM CAROLINA

Frank A. Myers, 740 North Sixty-third street, survivor from the lost steamer

GIRL U-RAID SURVIVOR SAFEGUARDED SISTER

Consuela Garcia Was Angry, However, Because Pretty Dresses Were Lost

New York, June 6.

If you were a little girl, just at the age when pretty dresses were about the most important thing in the world to you, and you were hurrying home with two great trunks filled with some particularly handsome new frocks, and then, just before the boat you were on reached its home port, a submarine came alongside and sank the boat with those dresses still on board, you'd be mad enough to go to war, wouldn't you?

Consuela Garcia, an attractive sixteen-year-old New York girl, is, anyhow, and, what's more, she said so.

Consuela, with her sister Elezia, who is only eleven years old, had been to Porto Rico to visit their grandmother. Then they began to get just a wee bit homesick for their mother and, right on the spur of the moment, decided to come home, even though they hadn't planned to return until some time next month.

As luck would have it, they took the Carolina.

The day the boat sailed their grandmother had gone with them to the wharf and the last thing she said to Consuela was to be sure and take good care of Elezia. And she did.

All through the day and night while they tossed about the ocean in the little boat in which they had left the Carolina with thirty others of the passengers and crew Consuela never took her arm from around Elezia's shoulder. And as the rescuing boat made fast to the pier and the passengers started down the gangplank, Consuela still remembered what she had been told.

As Elezia started on a run down the tricky, swaying gangplank, Consuela called to her:

"Now Elezia, be careful or you'll fall. You know you're always stumbling."

But a moment later when Consuela herself spied her mother and her brother, Michael, a black-haired little lad, she forgot all about her caution and fairly flew into the outstretched arms waiting for her. But there wasn't any one to be found who could scold her, even a little bit. They were all too busy telling how brave she had been.

Only Consuela wasn't giving a thought to what she had done or said. She was too much concerned with those two trunks way out there somewhere on the bottom of the Atlantic Ocean.

BOMB KILLS N. Y. CAPTAIN

Ex-Newspaperman and City Railway Secretary Dead in France

New York, June 6.—Capt. Harry A. Bullock, one-time New York newspaperman and former secretary of the New York Municipal Railway Corporation, a subsidiary of the Brooklyn Rapid Transit Company, is dead in France. His brother, Prof. Charles J. Bullock, of Harvard, has been notified that the captain was killed May 20 by an aerial bomb. His home address was given as Cambridge, Mass.

Captain Bullock, one of the first of the reserve officers to be called for active service abroad, received his preliminary training as an officer of the Quartermaster's Corps at Philadelphia.

On account of the funeral of Ensign George B. Evans Jr. U. S. N. Evans's Drug Stores will be closed all day today, Thursday.

George B. Evans

1106 Chestnut
1251 Market
1012 Market
732 Market
17th & Chestnut

June 6, 1918

TWO, MAYBE FOUR, MORE SHIPS ARE DESTROYED BY U-BOATS

Continued from Page One

When the British tanker Cheyenne, inward bound, reported being chased by a U-boat.

Rear Admiral W. N. Winslow, who arrived here yesterday from Washington, took charge of the naval base and coast guard and patrol forces this morning, and henceforth will direct a campaign to rid this part of the coast of enemy submarines.

Every possible precaution has been taken to guard against a possible land attack here by the U-boat raiders. Temporary batteries have been set up at certain points. Coast artillery troops have been assigned to man them.

Seaplanes on Search

Numerous seaplanes, carrying depth bombs went out from Cape May today on a hunt for their most coveted prey. These planes usually fly at an altitude of 700 feet above the sea, from which height the bombers are able to see submarines even when forty feet below the surface.

Pilots of these machines are taking no chances of missing a possible target. Anything that looks like a U-boat is certain to attract bombs. One flier late yesterday believed he sighted an enemy submarine within one mile of Lewes. The seaplane was a great distance off, and the supposed U-boat had disappeared under the water when the machine arrived over the spot. Persons on the shore also asserted they saw the submarine.

As on yesterday, the waters within

the Delaware Breakwater are being combed for enemy submarines craft and for mines. The twelfth mine found in nearby waters was picked up this morning and towed to the naval base here.

Display of countless signal lights along the Breakwater, at the naval base, at coast stations and out at sea last night caused much excitement in Lewes. Flashing, twinkling signals given in a secret naval code in lights of many colors, bewildered old waterfront men and kept some dwellers by the sea awake during the night in puzzlement. No explanation was vouchsafed by naval officials.

"Lights Out" on Coast

At most other points along the coast the order was for "lights out." Not so with Lewes, which blazed forth with its usual complement of electric street lights along the waterfront.

Among other vessels which sought safety from submarine attacks last night inside the Delaware Breakwater was the Old Dominion liner Jamestown.

Tightening of the censorship on news of further activities by the raiders is looked for today, when the spy hunt will be well under way. Some naval officials have talked of excluding newspaper men altogether. Several Secret Service men have been detailed to the correspondents' headquarters in the Hotel Rodney, and wherever a newspaper man goes, sleuths dog their footsteps.

The message brought rejoicing to the families of more than 100 men, who have been intensely worried since the publication of reports that the fleet had been rounded up and destroyed by the Teutonic raiders on Saturday near Long Island.

With the exception of four who are still in the city hospital here the last of the twenty-nine survivors of the Porto Rican steamship Carolina who landed here yesterday departed for New York this afternoon. The four remaining in the hospital are Miss Charlotte Perkins, of Boston; Miss Caroline Higgins, of Arlington, Mass.; Miss Gertrude Luciano, of San Juan, and Felix Capdeville, of New Orleans.

It is learned that the submarine which sank the Carolina was of the "type" green, almost the color of the ocean. She was said to have vanished "in no time" after she made sure that the Carolina was under way. The statement of both Samuel Johnson and J. R. Connelly, two survivors.

"She was the biggest submarine I have ever seen and I've seen a lot of them," Johnson declared. "She must have been a super-submarine because she was at least 250 feet long."

first case, that of a French boat, an attempt to capture it was interrupted before the U-boat could act.

May Be 18 Victims

Sinking of the American schooner Mengel, whose survivors landed yesterday, and the loss of the other two schooners brings the probable total toll of the raiders to eighteen ships. Besides the German submarine captain to the officers of the Mengel told of sinking the other two, the raiders' statements are not given credence by the Navy Department.

Discrepancy in figures fixing the number of persons aboard the Carolina has left the number of the victims in doubt. Officials of the ship company say that more than twenty persons were lost. Other reports place the death list at thirty-eight. At least sixteen were on a boat captained off Lewes, Del.

Though still discussing the chances of landing some more of the raiders, navy officials pointed out that the task is difficult. The very fact that many destroyers were sent abroad has admittedly weakened the American coast patrol. There are sufficient boats to maintain an ordinary vigil, but to dog U-boats on a wide search area is a large problem. The navy is doing its utmost with available material, and officers declare it is possible to accomplish the purposes desired with the material at hand.

More Than Two Raiders

The belief that more than two U-boats are operating began to prevail today. However, there was another theory that the Jersey raiders were working their way south and were responsible for the sinking of the horse steamer.

That incident was significant from the fact that the invaders operated on a heavily traveled route, and they will scarcely operate farther inshore at this point, though the waters around the capes are well charted by the Teutons.

Sinking of the Norwegian steamship Eidavold, Tuesday afternoon, and rescue of her crew yesterday afternoon, was the latest success of the U-boats registered by the navy cables up to early today. This was the second transatlantic vessel involved, though in the

21 STILL MISSING FROM CAROLINA

Company Says Accurate Checking of Survivors Not Yet Made

TEN PASSENGERS GONE

Eleven Members of Crew Unaccounted for, According to Latest Reports

New York, June 6.

The New York and Porto Rico Steamship Line is unable to furnish a complete list of survivors of the steamship Carolina, it is announced, because the boats in which they left the ship became so widely separated and have landed at various points on the coast.

The ship company announced that ninety-six out of 111 members of the crew of the Carolina had been accounted for as alive, and that four bodies had been picked up by United States destroyers, leaving eleven of the crew unaccounted for.

All except ten of the 218 passengers have been accounted for, officers of the line said.

List of the Missing

The names of the ten unaccounted for passengers follow:

FREDERICK THURINEN, MASTER EDUARDO BELTRAN, MISS MARIA T. BELTRAN, MISS M. CARPENTER, MISS M. CARPENTER.

Addresses were not available. Although the crew list had not been checked up, officials of the line said they did not believe the total number missing would exceed twenty.

Those figures were arrived at by checking the names of the passengers who arrived here on a schooner and those who reached Lewes, Del., and passengers furnished by Captain Barbour, commander of the vessel.

Survivors at New York

Many of those brought to this port were native Porto Ricans. A list of residents of the United States known to have arrived among the survivors who have arrived here follows:

M. R. SPELMAN, United States army, alien property custodian at Porto Rico, and Mrs. Spelman.

D. C. CROWELL, demagogue, United States navy; Mrs. Crowell and two children.

CAPTAIN ROBERT K. WRIGHT, of the British navy, native of Germantown, Pa.

MISS KATHERINE B. STERN, Los Angeles.

J. A. BRILL, Washington, D. C.

MRS. FRANCES C. CROCKET, New York.

EDWARD B. STAFFORD, New Orleans.

MRS. BETTA VALABARE, Chicago.

MISS KATHERINE B. STERN, Los Angeles.

WILLIAM F. WOODBRIDGE, San Juan.

CHARLES B. LOGAN, customs examiner, San Juan.

RAID AIMED TO DRAW U. S. WARCRAFT HOME

English newspapers are well patronized by submarine operations along the American coast are intended to lure back American coasters, and destroyers.

The raid was a fitting submarine blockade is intended to lure back American patrol boats and destroyers.

"As has been expected since the Leuchter, a fighting submarine has succeeded in crossing the Atlantic," the Express said.

One great danger still resting in the situation is that the U-boats still have an untouched supply of torpedoes which they hope to use on larger craft, especially transports. It surprises officials, however, that torpedoing of large ships was not tried originally.

SHIPPERS WARNED OF MINE DANGERS

Hydrographic Office Here Posts Caution Containing Important "Don'ts"

Warning shippers to beware of mines, the hydrographic office of the navy department today posted a sign in the Bouvier building, the office describing maps and cautioning seamen to avoid them.

The port of Philadelphia has not been closed since the U-boat menace first was discovered. Collector Berry today said companies planning to send out ships were warned, he said, but no arbitrary closing order has been issued.

So far as the collector can see, there will be no drastic steps taken by the Government to stop ship departures from Philadelphia. The warnings sent to shippers have been sufficient, he declared, to almost halt movements of vessels out of Philadelphia.

"Mines are usually round or pear-shaped, and the most dangerous types are four or more horns or spikes. Some have a bar attached to one end. Mines which are being washed ashore by waves are liable to explode on the beach and should not be approached within a distance of 500 yards.

"Do not pull any line found attached to them. They are safe when high and dry, provided they are not touched."

U-BOATS STOP COAL CARRYING

Fuel Administration Orders Shipments to New England by Rail

Shipment of coal to New England by water has been prohibited by the anthracite committee of the fuel administration because of the U-boat raid.

An announcement by the committee is to the effect that railroads have prepared to handle increased tonnage, and it is urged that producers and shippers take advantage of the opportunity to ship by rail to points in New England west of and including Boston.

Shipments east of Boston may also be temporarily discontinued.

Lay Keel No. 24 at Hog Island

The twenty-fourth keel was laid at Hog Island today. The twenty-third was laid last Monday and until further notice one will be put down every Monday and Thursday at the big yard. The one laid today is that of the Schroner Rear Admiral Bowles says Hog Island is far ahead of its schedule and the U-boats' visit is expected to make the shipwrights do their very best to speed up production.

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Get Your Hudson Super-Six Now

Delay May Make It Impossible

Hudson production is not keeping pace with Hudson demand.

It is quite probable that those who buy now will soon be offered premiums for their cars by those who will then want Super-Sixes. Present conditions indicate as such.

Motor cars are now required for more and more needs. Restricted railway facilities make their use more imperative than ever.

The production of cars is diminishing.

Good cars are in great demand.

Prices on some have already been advanced for the second time within the past six months.

Reduced production is responsible.

Cars which have proved their reliability are in first demand. Their supply will be the first to give out.

For two and a half years the Super-Six has led all other fine cars in the volume of sales.

More than 50,000 users know its reliability.

There is no doubt about the Super-Six except how long you will be able to get one.

Prompt delivery can now be made of several of the ten different body types.

Gomery-Schwartz Motor Car Co.

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The Antiseptic Powder. Shake it into your Shoes, Sprinkle it in your Foot-Bath.



It makes Standing on the feet easy, Walking a delight. For all men drilling for Military Service the frequent use of Allen's Foot-Ease increases their efficiency and insures needed physical comfort.

The Plattsburg Camp Manual Advises Men in Training to shake a little Foot-Ease in their shoes each morning.

Do this and walk all day in comfort. It takes the Friction from the Shoe and freshens the feet. At night, sprinkle it in the foot-bath, and soak and rub the feet. For over 25 years Allen's Foot-Ease has been the STANDARD remedy for hot, swollen, smarting, tender, tired, peevish, aching feet, corns, bunions, blisters and callouses.

Used by the American, British and French troops in Europe. One war relief committee reports that of all the things sent out in their Comfort Bags or "Kits," Allen's Foot-Ease received the most praise from the soldiers and men of the navy. Why not order a dozen or more 25c boxes to-day from your Druggist or Department Store to mail to your friends in training camps and in the army and navy. Sold everywhere. Sample FREE by mail. Address, Allen's Foot-Ease Co., 25 CENT, 151 E. 7th St., N. Y.